SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

141

TIME TABLE

FOR THE

SAN JOAQUIN DIVISION

To Take Effect Saturday, November 1, 1924, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

Time Table No. 141

November 1, 1924

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS								Distance from San Francisco	STATIONS
	252	302	300	26	60	94	8	102	86	92	90		
	Sunset Manifest Freight	Local Freight	Local Freight	The Owl	Southern California Express	Coalinga Bakersfield Passenger	San Francisco Los Angeles Passenger	Santa Fe Passenger	San Francisco Los Angeles Express	Coalinga Bakersfield Passenger	Fresno Exeter Passenger		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
BKWFTYP Yard	1.50PM		12.30AM	11.45PM	10.35PM		7.00PM				7.30AM	205.5	TO-R FRESNO 2.8
											f	208.3	CALWA 0.8
P	2.10		12.55	11.56	10.46		7.11				7.40	209.1	CALWA TOWER A. T. & S. F. Crossing 1.3
64 P	2.15		1.00	11.58PM	10.48		f 7.13				f 7.42	210.4	MALAGA 4.7
84 P	2.30		1.30	12.04AM	10.55		s 7.23				s **7.49**	215.1	TO FOWLER 1.3
(Spur)											f	216.4	STAR 4.3
131 WP	2.47		2.00	12.11	f 11.02		s 7.35				s 7.57	220.7	TO SELMA 4.9
83 WP	3.06		**2.25**	12.18	11.09		s 7.47				s 8.06	225.6	TO KINGSBURG 1.5
(Spur)												227.1	SUMNER 4.2
64 P	**3.26**		**3.03**	12.25	11.16		f 7.57				f 8.13	231.3	TRAVER 2.4
64 P	3.31		3.30	12.28	11.19		8.00				8.16	233.7	CROSS 5.4
99BKWFYP	4.01	6.00AM	3.50AM	12.35	11.26	8.25PM	s 8.10PM			**9.25**AM	s 8.25AM	239.1	TO-R GOSHEN JCT. 6.5
64 P	4.25	**6.25**		12.43	11.34	f 8.35				f 9.35		245.6	TAGUS 4.1
I												249.7	A. T. & S. F. CROSSING 0.3
95 WP	4.55	7.30		f 12.50	f 11.42	s 9.00				s 9.45		250.0	TO TULARE 1.5
(Spur)												251.5	BURLING 4.3
63 P	5.20	**7.45**		12.58	11.51	9.10				f **9.54**		255.8	OCTOL 4.6
86 WP	5.50	**8.35**		1.04	11.59PM	s 9.22				s 10.04		260.4	TO TIPTON 1.9
(Spur)												262.3	ALFAC 1.4
							(Runs via Porterville)		(Runs via Porterville)			263.7	QUAIL 3.1
95 P	6.15	**8.55**		1.12	12.08AM	f 9.34				s 10.14		266.8	TO PIXLEY 5.6
88 P	**6.50**	9.30		**1.20**	12.15	f 9.44				s 10.24		272.4	TO EARLIMART 3.4
(Spur)												275.8	STONE 0.7
64 P	7.25	9.50		1.26	12.21	9.51				f 10.32		276.5	RADNOR 4.2
88 WP	7.55	10.25		1.32	12.27	s 10.03				s 10.44		280.7	TO DELANO 6.3
64 P	8.20	**10.56**AM		**1.40**	12.35	f 10.15				s **10.56**		287.0	TO Mc FARLAND 3.9
(Spur)												290.9	HUNT 1.7
84 WTP	8.45	12.10PM		1.47	12.42	f 10.25	10.55PM	4.39PM	11.16AM	**11.07**		292.6	TO-R FAMOSO 3.3
63 P	9.05	12.25		1.51	**12.49**	f 10.30	11.00	4.43	f 11.21	11.12		295.9	SLATER 3.7
(Spur)												299.6	DOW 0.9
87 P	9.25	**12.45**		1.57	12.56	f 10.38	11.06	4.49	f 11.29	11.18		300.5	LERDO 2.5
95 P	9.34	12.52		2.00	12.59	10.41	11.09	4.52	11.32	11.21		303.0	PROSPERO 2.8
63 P	9.45	**1.00**		2.04	**1.03**	f 10.47	11.13	4.56	f 11.37	11.25		305.8	SACO 2.8
86 BKP	9.55	1.07		2.08	1.07	10.52	11.17	s 5.00PM	f 11.41	11.29		308.6	TO-R OIL JCT. 2.5
57 P	10.05	1.15		2.12	1.11	10.57	11.21		11.45	11.34		311.1	NOME 1.8
Yard BKWFTYP	10.20PM	1.30PM		s 2.19AM	s 1.18AM	s 11.05PM	s 11.28PM		s 11.53AM	s 11.41AM		312.9	TO-R BAKERSFIELD
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(107.4)
	(8.30) 12.61	(7.30) 9.81	(3.20) 10.08	(2.34) 41.19	(2.43) 39.53	(2.40) 27.62	(1.43) 31.39	(0.21) 45.71	(0.37) 32.91	(2.16) 32.55	(0.55) 36.65		................Time over District ....Average speed per hour

Double Track

Block Signals.

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders for A. T. & S. F. trains at Oil Junction apply at Santa Fe Junction Switch opposite section house.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers to (or beyond)
8	Any Station	Edison

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
92	Famoso or East	Any Station

FRESNO AND BAKERSFIELD SUBDIVISION

WESTWARD

Time Table No. 141

November 1, 1924

STATIONS	Distance from Bakersfield	FIRST CLASS 25 The Owl Arrive Daily	59 Puget Sound Express Arrive Daily	49 The Tehachapi Arrive Daily	95 Bakersfield Fresno Passenger Arrive Daily	101 Santa Fe Passenger Arrive Daily	87 Los Angeles San Francisco Express Arrive Daily	91 Bakersfield Coalinga Passenger Arrive Daily	THIRD CLASS 303 Local Freight Arrive Daily Ex. Sunday	301 Local Freight Arrive Daily Ex. Sunday	251 Sunset Manifest Freight Arrive Daily
TO-R FRESNO 2.8	107.4	s 3.00AM	s 3.50AM		s 10.35AM		s 9.30PM			8.50AM	5.30PM
CALWA 0.8	104.6										
CALWA TOWER A. T. & S. F. Crossing 1.3	103.8	2.50	3.38		10.22		9.20			8.30	5.00
MALAGA 4.7	102.5	2.47	3.35		f 10.19		9.17			8.25	4.57
TO FOWLER 1.3	97.8	2.40	3.27		s 10.10		f 9.08			**7.49**	4.40
STAR 4.3	96.5										
TO SELMA 4.9	92.2	2.32	f 3.19		s 10.00		s 8.59			7.20	4.15
TO KINGSBURG 1.5	87.3	**2.25**	3.10		s 9.49		s 8.49			6.30	3.42
SUMNER 4.2	85.8										
TRAVER 2.4	81.6	2.18	**3.03**		9.39		8.40			5.20	**3.26**
CROSS 5.4	79.2	2.15	3.00		9.35		8.37			5.15	3.10
TO-R GOSHEN JCT. 6.5	73.8	2.08	s 2.53		s **9.25**		8.30PM	s 8.05PM	12.30PM	5.00AM	2.45
TAGUS 4.1	67.3	2.00	2.43		9.10			f 7.55	11.59AM		1.50
A. T. & S. F. CROSSING 0.3	63.2										
TO TULARE 1.5	62.9	f 1.52	s 2.34		s 9.02			s 7.45	11.35		1.30
BURLING 4.3	61.4										
OCTOL 4.6	57.1	1.42	2.23	(Runs via Porterville)	8.43		(Runs via Porterville)	f 7.24	**9.54**		12.55
TO TIPTON 1.9	52.5	1.36	2.17		s **8.35**			s 7.15	9.20		12.35
ALFAC 1.4	50.6										
QUAIL 3.1	49.2							f			
TO PIXLEY 5.6	46.1	1.28	2.09		s 8.21			s 7.01	**8.55**		12.05PM
TO EARLIMART 3.4	40.5	**1.20**	2.02		f 8.11			s **6.50**	8.25		11.50AM
STONE 0.7	37.1										
RADNOR 4.2	36.4	1.14	1.56		**8.03**			f 6.42	**8.03**		11.35
TO DELANO 6.3	32.2	1.08	1.50		s 7.56			s 6.34	7.25		11.20
TO McFARLAND 3.9	25.9	1.00	**1.40**		f 7.45			s 6.23	7.00		**10.56**
HUNT 1.7	22.0										
TO-R FAMOSO 3.3	20.3	12.53	1.27	s 7.30AM	7.37	s **11.07**AM	s 5.48PM	s 6.14	6.25		10.30
SLATER 3.7	17.0	**12.49**	1.23	7.25	7.33	11.02	5.43	f 6.09	6.00		10.20
DOW 0.9	13.3										
LERDO 2.5	12.4	12.43	1.15	f 7.18	7.27	10.55	5.37	f 6.02	5.45		10.05
PROSPERO 2.8	9.9	12.40	1.11	7.14	7.24	10.51	5.34	5.59	5.38		9.56
SACO 2.8	7.1	12.36	**1.03**	7.10	7.20	10.47	5.30	f 5.55	5.30		9.45
TO-R OIL JCT. 2.5	4.3	12.32	12.56	f 7.06	7.16	10.42AM	5.26	f 5.51	5.20		9.30
NOME 1.8	1.8	12.28	12.52	7.02	7.12		5.22	5.47	5.12		9.15
TO-R BAKERSFIELD	0.0	12.21AM	12.45AM	6.55AM	7.05AM		5.15PM	5.40PM	5.00AM		8.55AM
(107.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
Time over District		(2.39)	(3.05)	(0.35)	(3.30)	(0.25)	(1.33)	(2.25)	(7.30)	(3.50)	(8.35)
Average speed per hour		40.52	34.83	34.80	30.68	38.40	34.77	30.53	9.84	8.76	12.51

Double Track (Fresno – Calwa Tower)

Block Signals (Fresno – Bakersfield)

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders for A. T. & S. F. trains at Oil Junction apply at San Fe Junction switch opposite section house.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from (or beyond)
95	Any Station	Los Angeles

BAKERSFIELD AND MOJAVE SUBDIVISION

EASTWARD

Time Table No. 141

November 1, 1924

Capacity of sidings in car lengths.	SECOND CLASS						FIRST CLASS						Distance from San Francisco		
	258	256	320	306	254	252	8	22	86	2	26	60			
	Freight	Freight	Local Freight	Bakersfield Olig Mixed	Freight	Sunset Manifest Freight	San Francisco Los Angeles Passenger	Santa Fe Passenger	San Francisco Los Angeles Express	Santa Fe Tourist Express	The Owl	Southern California Express			
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
BKWFTYP Yard				8.00AM			11.55PM		12.05PM		2.27AM	1.28AM	312.9	TO-R BAKERSFIELD	Block Signals
KI P	6.00PM	12.10PM	8.00AM	8.05AM	6.20AM	12.12AM	11.58PM	5.45PM	12.08	8.40AM	2.30	1.31	313.6	0.7 TO-R KERN JCT.	Double Track
61 P	6.08	12.18	8.10		6.28	12.20	12.04AM	5.50	12.13	8.45	2.35	1.36	317.0	3.4 MAGUNDEN	
58 P	6.15	12.25	8.41		6.35	12.27	f 12.13	5.55	f 12.20	8.51	2.40	1.41	320.1	3.1 EDISON	
P	6.25	12.35	**8.59**		6.45	12.37	12.20	6.02	f 12.29	**8.59**	2.48	1.49	325.0	4.9 TO SIVERT	
59 WP	6.31	**12.41**	9.05		6.51	12.43	**12.25**	6.07	f **12.34**	9.04	2.53	1.54	327.9	2.9 BENA	
56 P	6.40	12.50	9.15		7.00	12.52	12.31	6.14	12.41	9.10	2.59	2.01	331.3	3.4 ILMON	
East 59 West 58 WP	**7.05**	1.15	**9.35**		7.25	1.17	s 12.46	f 6.23	s 12.54	s 9.20	3.07	2.09	335.2	3.9 TO-R CALIENTE	
56 P	7.17	1.27	10.15		7.37	1.29	12.55	6.30	1.01	**9.27**	3.14	2.16	338.2	3.0 ALLARD	
West 56 East 64 WP	7.30	1.40	**10.46**		7.50	1.42	1.02	**6.36**	f 1.08	9.33	3.20	2.22	340.5	2.3 TO BEALVILLE	
13 P	7.37	1.47	10.56		7.57	1.49	1.08	**6.41**	1.14	9.38	3.25	2.28	342.3	1.8 CLIFF	
East 56 M10 West 56 P	7.52	2.02	**11.24**		8.12	2.04	1.16	6.49	f 1.22	9.46	3.33	2.36	345.5	3.2 TO ROWEN	
56 WP House 56	8.17	2.27	11.55AM		8.37	2.29	f 1.32	7.00	f 1.34	**9.58**	3.48	2.50	348.8	3.3 TO WOODFORD	
56 P	8.32	2.42	12.10PM		**8.57**	2.44	1.43	7.10	1.44	10.08	3.57	2.59	351.8	3.0 WALONG	
West 56 East 69 WP	8.42	2.52	12.20		9.07	**3.07**	1.53	7.18	f 1.52	10.17	4.05	**3.07**	354.1	2.3 TO MARCEL	
67 P	8.57	3.07	12.35		9.22	3.22	2.04	7.26	f 2.00	**10.26**	**4.13**	3.15	356.7	2.6 CABLE	
73 WP	9.12	3.22	1.15		9.37	**3.37**	s 2.20	f 7.38	s 2.11	s 10.38	4.23	3.25	360.6	3.9 TO-R TEHACHAPI	Double Track
100 YP	9.27	3.37	1.30		9.52	3.52	2.27	7.43	2.15	10.45	4.26	3.30	362.4	1.8 SUMMIT SWITCH	
77 P	9.32	3.42	1.50		9.57	3.57	f 2.32	7.47	s 2.20	10.49	4.30	3.34	365.0	2.6 MONOLITH	
YP													368.0	3.0 ERIC	
WP	9.43	3.53	2.10		10.08	4.08	2.42	7.55	f 2.31	10.57	4.38	3.42	369.9	1.9 CAMERON	
85 P	10.13	4.33	**2.41**		10.35	**4.48**	2.52	8.05	f **2.41**	11.07	**4.48**	3.52	374.3	4.4 WARREN	
Yard BKWFTYP	10.40PM	5.00PM	3.10PM		11.05AM	5.15AM	s 3.05AM	s 8.20PM	s 2.55PM	s 11.20AM	s 5.00AM	s 4.04AM	380.7	6.4 TO-R MOJAVE	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.8)	
	(4.40) 14.37	(4.50) 13 88	(7.10) 9.36	(0.05) 8 40	(4.45) 14.12	(5.03) 13 28	(3.10) 21.41	(2.35) 25 97	(2.50) 23.68	(2.40) 25.16	(2.33) 26.58	2.36) 26.07		.... Time over District .... Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Tehachapi apply at end of double track.

BAKERSFIELD AND MOJAVE SUBDIVISION

WESTWARD

Time Table No. 141

November 1, 1924

		STATIONS	Distance from Mojave	FIRST CLASS						THIRD CLASS					
				49	**9**	**87**	**21**	**25**	**59**	**253**	**321**	**255**	**307**	**257**	**251**
				The Tehachapi	Santa Fe Mail and Express	Los Angeles San Francisco Express	Santa Fe Passenger	The Owl	Puget Sound Express	Freight	Local Freight	Freight	Olig Bakersfield Mixed	Freight	Sunset Manifest Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
Block Signals		TO-R BAKERSFIELD 0.7	67.8	s 6.30AM		s 5.05PM		s 12.11AM	s 12.35AM				s 3.35PM		
	Double Track	TO-R KERN JCT. 3.4	67.1	6.27	10.15AM	5.02	7.50PM	12.08	12.32	7.04AM	1.00PM	1.15PM	3.30PM	8.01PM	12.58AM
		MAGUNDEN 3.1	63.7	6.20	10.09	4.56	7.43	12.02AM	12.26	6.56	12.45	1.07		7.53	12.50
		EDISON 4.9	60.6	f 6.15	10.04	f 4.51	7.37	11.57PM	12.21	6.49	12.30	1.00		7.46	12.43
		TO SIVERT 2.9	55.7	6.06	9.56	f 4.42	7.28	11.49	12.13	6.39	12.15	12.50		7.36	12.33
		BENA 3.4	52.8	6.01	9.51	f 4.37	7.23	11.44	12.08	6.33	12.09PM	**12.41** **12.34**		7.30	**12.25**
		ILMON 3.9	49.4	5.54	9.44	4.30	7.15	11.37	12.01AM	6.23	11.59AM	12.23		7.20	12.14
		TO-R CALIENTE 3.0	45.5	s 5.45	s **9.35**	s 4.22	s **7.05**	11.29	11.52PM	6.10	11.45	12.10PM		**7.05**	12.01AM
		ALLARD 2.3	42.5	5.34	**9.27**	4.14	6.55	11.22	11.45	6.00	11.05	11.59AM		6.44	11.50PM
		TO BEALVILLE 1.8	40.2	5.29	9.21	f 4.09	6.48	11.17	**11.40**	5.52	**10.46**	11.51		**6.36**	**11.40**
		CLIFF 3.2	38.4	5.25	9.17	4.05	**6.41**	11.13	11.36	5.36	10.30	11.35		6.14	11.22
		TO ROWEN 3.3	35.2	5.18	9.10	f 3.58	6.33	11.06	11.29	5.25	10.15	**11.24**		6.03	11.11
		TO WOODFORD 3.0	31.9	f **5.11**	9.03	f 3.51	6.26	**10.59**	11.22	**5.11**	**9.58**	11.13		5.52	**10.59**
		WALONG 2.3	28.9	5.03	**8.57**	3.44	6.20	10.52	11.15	4.41	**8.57**	10.53		5.32	10.35
		TO MARCEL 2.6	26.6	4.57	8.52	f 3.39	6.15	10.47	11.10	4.33	8.35	10.45		5.24	10.27
		CABLE 3.9	24.0	4.49	8.46	f 3.33	6.09	10.41	11.04	**4.13**	8.15	**10.26**		5.05	10.08
	Double Track	TO-R TEHACHAPI 1.8	20.1	s 4.40	s 8.37	s 3.25	s 6.00	10.33	10.56	**3.37**	8.00	9.52		4.52	9.55
		SUMMIT SWITCH 2.6	18.3	4.33	8.33	3.19	5.55	10.30	10.53	3.23	7.30	9.48		4.48	9.48
		MONOLITH 3.0	15.7	f 4.28	8.28	s 3.14	5.50	10.26	10.48	3.17	7.20	9.42		4.42	9.42
		ERIO 1.9	12.7												
		CAMERON 4.4	10.8	f 4.18	8.20	f 3.05	5.42	10.19	10.39	2.58	6.38	9.23		4.23	9.23
		WARREN 6.4	6.4	4.01	8.05	f 2.50	5.26	10.05	10.25	2.30	6.15	9.00		4.00	9.00
		TO-R MOJAVE	0.0	3.39AM	7.45AM	2.30PM	5.05PM	9.45PM	10.05PM	2.00AM	5.45AM	8.30AM		3.30PM	8.30PM
		(67.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
		Time over District		(2.51)	(2.30)	(2.35)	(2.45)	(2.26)	(2.30)	(5.04)	(7.15)	(4.45)	(0.05)	(4.31)	(4.28)
		Average speed per hour		23.78	27.12	25.97	25.00	27.86	27.12	13.24	9.25	14.12	8.40	14.88	15.02

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders at Tehachapi apply at end of double track.

MOJAVE AND SAUGUS SUBDIVISION

Capacity of sidings in car lengths.	EASTWARD									Distance from San Francisco	Time Table No. 141 November 1, 1924	Block Signals	Distance from Saugus	WESTWARD								
	SECOND CLASS					FIRST CLASS								FIRST CLASS				THIRD CLASS				
	266	252	264	322	262	86	26	60	8					49	87	25	59	263	323	265	251	267
	Freight	Sunset Manifest Freight	**Freight**	**Local Freight**	**Freight**	San Francisco Los Angeles **Express**	**The Owl**	Southern California Express	**San Francisco Los Angeles Passenger**		**STATIONS**			The Tehachapi	**Los Angeles San Francisco Express**	**The Owl**	Puget Sound Express	**Freight**	**Local Freight**	**Freight**	Sunset Manifest Freight	**Freight**
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKWFTY P	2.40PM	8.20AM	5.30AM	3.30AM	2.05AM	3.00PM	5.10AM	4.14AM	**3.24**AM	380.7	TO-R MOJAVE 4.1		69.9	s **3.24**AM	s 2.25PM	s 9.35PM	s 9.58PM	10.20AM	4.00PM	4.50PM	7.20PM	1.45AM
93	2.50	8.40	5.40	3.40	2.15	f 3.06	5.16	4.20	3.30	384.8	FLETA 2.5		65.8	3.16	f 2.16	9.27	9.50	10.09	3.30	4.36	7.05	1.34
59 P	**2.55**	8.50	5.45	**3.50**	2.20	f **3.10**	5.20	4.24	3.34	387.3	GLOSTER 3.1		63.3	3.12	f 2.12	9.23	9.46	10.04	**3.10** **2.50**	4.31	6.55	1.29
90	3.01	8.59	5.51	3.59	2.26	3.15	5.25	4.29	3.39	390.4	ANSEL 3.9		60.2	3.06	2.06	9.17	9.40	9.51	2.35	4.18	6.40	1.16
56 P	3.09	9.10	5.59	4.10	2.34	f 3.22	5.31	4.35	f 3.45	394.3	ROSAMOND 5.6		56.3	f 3.00	f 2.00	9.11	9.34	9.41	2.25	4.08	6.27	1.06
56 WP	3.20	**9.30**	6.10	**4.44**	**2.51**	f 3.31	5.40	**4.44**	3.54	399.9	OBAN 5.6		50.7	**2.51**	f 1.51	9.03	9.26	**9.30**	2.10	3.57	6.16	12.55
78 WP	**3.31**	10.05	6.21	5.10	3.02	s **3.42**	5.49	4.53	s 4.06	405.5	TO-R LANCASTER 4.3		45.1	s 2.42	s **1.43**	8.56	9.19	9.10	**1.43**	**3.42** **3.25**	5.51	12.40
58 P	**3.50**	10.25	6.36	5.30	3.17	f **3.50**	5.57	5.01	4.14	409.8	DENIS 4.0		40.8	2.32	f 1.35	8.50	9.13	8.49	12.55	3.06	5.42	12.21
70 BKWFY P	4.16	10.55	7.06	**6.04**	3.47	s 4.00	**6.04**	5.08	s 4.24	413.8	TO-R PALMDALE 2.5		36.8	s 2.26	s 1.29	8.45	9.08	8.40	12.45	2.58	5.34	12.13
96 P	4.29	11.18	7.19	6.20	4.00	f 4.07	6.10	5.14	4.30	416.3	HAROLD 4.2		34.3	2.18	f 1.22	8.39	9.02	8.25	12.20PM	2.49	5.25	12.04AM
East 82 West 22 YP	**5.10**	**11.55**AM	**7.59**	7.00	**4.44**	f 4.19	6.23	5.28	**4.44**	420.5	TO VINCENT 4.5		30.1	2.09	f 1.13	8.30	8.53	**7.59**	**11.55**AM	2.35	**5.10**	11.50PM
56 P	5.25	**12.58**PM	8.14	**7.34**	4.59	**4.28**	6.33	5.38	4.54	425.0	PARIS 1.1		25.6	1.53	**12.58**	8.14	8.34	**7.34**	11.20	2.00	**4.28**	11.15
34 P	5.29	1.03	8.18	7.47	5.03	f 4.31	6.36	5.41	f 4.58	426.1	ACTON 2.9		24.5	f 1.50	f 12.55	8.11	8.31	7.29	11.15	1.55	3.45	11.10
68 WP	5.49	**1.45**	8.38	8.32	5.23	f 4.38	6.43	5.48	f 5.07	429.0	TO RAVENNA 5.6		21.6	f 1.42	f 12.47	8.04	8.24	7.19	10.45	**1.45**	3.35	11.00
54 P	6.08	2.05	8.57	8.51	5.42	f 4.50	**6.56**	6.01	5.23	434.6	RUSS 4.2		16.0	1.28	f 12.32	7.51	8.11	**6.56**	10.15	1.22	2.56	10.37
75 WP	6.22	**2.35**	9.11	9.10	**6.12**	f 5.00	7.07	**6.12**	f 5.36	438.8	TO LANG 4.3		11.8	f 1.16	f 12.20	7.40	8.00	**6.12**	9.55	1.05	**2.35**	10.20
56 P	6.37	2.50	**9.30**	**9.30**	6.33	f 5.10	7.19	6.24	f **5.49**	443.1	HUMPHREYS 3.8		7.5	f 1.01	f 12.06PM	7.26	7.46	**5.49**	**9.30**	12.39	2.12	9.54
56 P	6.51	3.05	9.44	9.54	6.47	f 5.20	7.30	6.35	f 6.00	446.9	HONBY 3.7		3.7	12.53	f 11.58AM	7.18	7.38	5.13	9.15	12.25	1.56	9.40
87 BKWFY P	7.05PM	3.20PM	10.00AM	10.15AM	7.01AM	s 5.29PM	7.40AM	6.45AM	s 6.10AM	450.6	TO-R SAUGUS		0.0	12.45AM	11.50AM	7.10PM	7.30PM	5.00AM	9.00AM	12.10PM	1.40PM	9.25PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(69.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
	(4.25) 15.82	(7.00) 9.98	(4.30) 15.53	(6.45) 10.35	(4.56) 14.16	(2.29) 28.14	(2.30) 27.96	(2.31) 27.77	(2.46) 25.26		Time over District Average speed per hour			(2.39) 26 37	(2.35) 27.05	(2.25) 28.92	(2.28) 28.33	(5.20) 13.10	(7.00) 9.98	(4.40) 14.97	(5.40) 12.33	(4.20) 16.13

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers from (or beyond)
26	Saugus	San Francisco
60	Saugus	Sacramento

EASTWARD — FRESNO AND BAKERSFIELD SUBDIVISION — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS					Time Table No. 141 November 1, 1924			FIRST CLASS				THIRD CLASS	
	314	304	8	96	102	86	Distance from San Francisco		STATIONS	Distance from Famoso	49	101	97	87	305	315
	Kerman Porterville Mixed	Fresno Porterville Local Freight	San Francisco Los Angeles Passenger	Fresno Exeter Passenger	Santa Fe Passenger	San Francisco Los Angeles Express					The Tehachapi	Santa Fe Passenger	Exeter Fresno Passenger	Los Angeles San Francisco Express	Porter ville Fresno Local Freight	Porterville Kerman Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
BKWFTYP YARD		12.05AM		7.10PM		7.35AM	205.5	TO-R	FRESNO 1.5	104.3	s 11.20AM		s 11.10PM		12.10PM	
I							207.0		A. T. & S. F. Crossing 1.5	102.8						
4		12.25		7.21		f 7.46	208.5		BLOSSOMA 2.1	101.3	f 11.06		f 10.57		11.50AM	
Spur						f	210.6		ESHEL 1.2	99.2						
19 P		12.35		7.26		f 7.51	211.8		BUTLER 1.2	98.0	f 11.01		f 10.52		11.40	
Y						f	213.0		LOCANS 1.5	96.8	f		f			
22 P		12.45		7.30		f 7.55	214.5		IVESTA 1.4	95.3	f 10.56		f 10.47		11.25	
82 P		12.50		f 7.33		f 7.58	215.9		CLOTHO 3.9	93.9	f 10.52		f 10.43		11.15	
81 WP		1.15		s 7.42		s 8.07	219.8	TO	SANGER 3.0	90.0	s **10.45**		s 10.36		**10.45**	
14		1.25		f 7.47		f 8.12	222.8		TARN 2.5	87.0	f 10.37		f 10.30		10.15	
P		1.30		f 7.52		f 8.17	225.3		FARGO 2.6	84.5	f 10.32		f 10.25		10.05	
6 P		1.40		f 7.57		f 8.22	227.9		LACJAC 0.1	81.9	f 10.28		f 10.20		9.55	
							228.0		A. T. & S. F. Crossing (Stop) 1.9	81.8						
49 P		1.55		s 8.05		s 8.30	229.9	TO	REEDLEY 5.1	79.9	s 10.20		s 10.12		9.45	
68 WP		2.15		s 8.15		s **8.40**	235.0	TO	DINUBA 2.2	74.8	s 10.10		s 10.02		**8.40**	
P				f		f	237.2		SMYRNA 2.4	72.6	f					
70 P		2.30		f 8.23		f 8.48	239.6		MONSON 4.0	70.2	f 9.59		f 9.53		8.00	
							243.6		A. T. & S. F. Crossing (Stop) 2.8	66.2						
22 P		2.55		8.37		f 9.01	246.4		TAURUSA 3.0	63.4	f 9.46		f 9.40		7.45	
19				f 8.43		f 9.06	249 4		IVANHOE 2.8	60.4	f 9.41		f 9.35			
14 P		3.20		f 8.49		f 9.11	252.2		ROCHE 0.9	57.6	f 9.36		f 9.30		7.20	
22		3.25		8.51		f 9.13	253.1		CAPLIN 4.3	56.7	f 9.34		f 9.28		7.15	
79 BKWYP	12.55PM	4.00	9.09PM	s 9.00PM		s **9.25**	257.4	TO-R	EXETER 3.1	52.4	s **9.25**		9.20PM	s 7.28PM	7.00	s 8.50AM
11	1.02		f 9.14			f 9.32	260.5		BURR 3.8	49.3	9.14			7.21		
130 P	s 1.33	4.25	s 9.24			s 9.42	264.3	TO	LINDSAY 4.3	45.5	s 9.08			s 7.15	6.15	s 8.35
40 P	f 1.54	4.35	s 9.32			s 9.50	268.6	TO	STRATHMORE 2.3	41.2	s 8.58			f 7.07	5.30	8.20
11 P	f 2.00	4.40	f 9.36			f 9.55	270.9		MOSAIN 1.3	38.9	8.51			7.02		
Spur							272.2		LISKO 1.5	37.6						
Spur							273.7		KURTH 0.7	36.1						
17 P	s 2.08	4.55	s 9.45			s 10.05	274.4		PORTERVILLE 0.4	35.4	s 8.42			s 6.56	5.05	s 8.05
46 BKWYP	2.13PM	**5.00AM**	9.50			10.10	274.8	TO-R	PORTERVILLE-OLIVE ST. 1.7	35.0	8.36			6.51	**5.00AM**	8.00AM
17			9.53			f 10.13	276.5		PONOA 1.5	33.3	8.32			6.47		
29			f 9.56			f 10.16	278.0		LOIS 4.6	31.8	f 8.29			6.44		
21 P			s 10.04			s 10.24	282.6	TO	TERRA BELLA 4.5	27.2	s 8.21			f 6.37		
71 BKP			s 10.13		4.01PM	s 10.33	287.1	TO-R	DUCOR 2.9	22.7	s 8.12	s 11.48AM		f 6.29		
21 P			f 10.19		4.06	f 10.39	290.0		ORRIS 1.5	19.8	f 8.05	11.43		6.23		
Spur			f		f		291.5		VESTAL 3.4	18.3	f	f				
72 P			f 10.27		f 4.14	f 10.47	294.9		RICHGROVE 4.1	14.9	f 7.57	f 11.35		f 6.15		
24 P			f 10.34		f 4.21	f 10.54	299.0		JASMIN 10.8	10.8	f 7.50	f 11.28		f 6.08		
84 WTP			s 10.51PM		s 4.38PM	s **11.11AM**	309.8	TO-R	FAMOSO (104.3)	0.0	7.33AM	**11.11AM**		5.51PM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(1.18) 13.38	(4.55) 14.09	(1.42) 30 82	(1.50) 28.30	(0.37) 36.81	(3.36) 28.97			Time over District Average speed per hour		(3.47) 27.56	(0.37) 36.81	(1 50) 28.30	(1.37) 32.42	(7.10) 9.66	(0.50) 20 08

ADDITIONAL STATIONS:

Mars	207.9	Reka	221.0	Dorsey	250.8	Quality (Spur)	295.9
Goldleaf	209.9	Uva	227 1	Musk	255 1	Jovista	299.1 (on Spur 4.16 miles S.E. of Richgrove).
Rusconi (Spur)	221.8	Efco	227.6	Vance	262.8		
Stout	265.8	Samuels (Spur)	229 1	Worthing	265 5		

Westward trains are superior to trains of the same class in the opposite direction. Exception:—
No. 96 is superior to No. 97.

FRESNO AND BAKERSFIELD SUBDIVISION

	EASTWARD									Time Table No. 141			WESTWARD							
	THIRD CLASS		SECOND CLASS		FIRST CLASS					November 1, 1924			FIRST CLASS			THIRD CLASS				
Capacity of sidings in car lengths	318	312	314	310	8	94	90	92	Distance from San Francisco			Distance from Exeter	93	87	91	311	315	327	319	313
	Mixed	Alcalde Coalinga Passenger	Kerman Porterville Mixed	Coalinga Goshen Jct. Local Freight	San Francisco Los Angeles Passenger	Coalinga Bakersfield Passenger	Fresno Visalia Passenger	Coalinga Bakersfield Passenger			STATIONS		Visalia Coalinga Passenger	Los Angeles San Francisco Passenger	Bakersfield Coalinga Passenger	Goshen Jct. Coalinga Local Freight	Porterville Kerman Mixed	Mixed	Mixed	Coalinga Alcalde Passenger
	Leave Mon., Wed., Fri.	Leave Wed. Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Mon., Wed., Friday	Arrive Wed. Only
19 T		12.10PM							273.3	R	ALCALDE 1.2	78.3								s 12.05PM
									272.1		LE ROY 2.2	77.1								
Spur									269.9		CRUMP 1.5	74.9								
80 BKYP		s 12.35PM		5.00AM		6.10PM		7.15AM	268.4	TO-R	COALINGA 1.7	73.4	s 11.35AM		s 10.40PM	1.00PM				11.40AM
42 FP				5.10		f 6.15		f 7.20	266.7		ORA 6.7	71.7	f 11.28		f 10.33	12.45				
18 P				5.30		f 6.27		f 7.32	260.0		TURK 7.3	65.0	f 11.10		f 10.15	12.15PM				
44 P				6.00		f 6.42		f 7.47	252.7		HURON 6.6	57.7	s 10.55		s 10.00	11.45AM				
52 P				6.25		s 6.54		s 7.59	246.1	TO	WESTHAVEN 6.7	51.1	s 10.41		s 9.46	11.15				
9 P				6.50		f 7.06		f 8.11	239.4		LETHENT 2.9	44.4	f 10.28		f 9.33	10.40				
70 YP	1.31PM			7.05		f 7.11		f 8.16	236.5	R	ROSSI 1.1	41.5	f 10.23		f 9.28	10.23			s 11.44AM	
Spur						f		f	235.4		HEINLEN 1.5	40.4	f 10.20		f 9.25	10.05				
61 P	f 1.40			7.35		s 7.19		s 8.24	233.9	TO	LEMOORE 2.7	38.9	f 10.16		s 9.21	9.31			f 11.35	
Spur						f			231.2		ORION 2.1	36.2	f		f					
East 44 West 39 WYP	s 1.55PM		10.25AM	8.20 9.40		s 7.30		s 8.35	229.1	TO-R	ARMONA 3.1	34.1	s 10.05		s 9.10	8.35 7.15	s 11.15AM		11.25AM	
I									232.2		A. T. & S. F. CROSSING 0.3	31.0								
60 P			s 10.40	9.55 11.20		s 7.45		s 8.50	232.5	TO	HANFORD 5.1	30.7	s 9.55		s 9.00	7.00	s 11.04			
59			10.53	11.55AM		f 7.53		f 8.58	237.6		REMNOY 7.7	25.6	f 9.40		f 8.45	5.30	f 10.53			
99 BKWFYP			s 11.30AM	1.00PM	8.20PM	s 8.10PM	8.30AM	s 9.15AM	245.3	TO-R	GOSHEN JCT. 3.7	17.9	s 9.25	s 8.20PM	8.30PM	5.00AM	s 10.30			
									249.0		FAXON (No Siding) 1.5	14.2								
Spur									250.5		JACOBS 2.1	12.7								
17									252.6		WEST VISALIA 0.5	10.6								
45 P			s 12.05PM		s 8.40		s 8.50AM		253.1	TO-R	VISALIA 0.1	10.1	8.55AM	s 8.00			s 10.00	s 10.00AM		
									253.2		A. T. & S. F. CROSSING Stop 2.0	10.0								
P			12.15		8.50				255.2		AMBLER 2.1	8.0		7.46			9.47	9.47		
Spur									257.3		RECTOR 1.7	5.9								
8 P			f 12.25		f 8.56				259.0	TO	FARMERSVILLE 1.2	4.2		7.40			f 9.39	f 9.39		
P			12.28		8.59				260.2		GIANT OAK 0.9	3.0		7.37			9.36	9.36		
			12.30						261.1		LUNA 2.1	2.1								
79 BKWYP			s 12.40PM		s 9.06PM				263.2	TO-R	EXETER (78.3)	0.0		7.30PM			9.30AM	9.30AM		
	Arr. Mon., Wed., Fri.	Arrive Wed. Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday only	Leave Mon., Wed., Friday	Leave Wed. Only
	(0.24) 18.50	(0.25) 11.75	(2.15) 15.15	(8.00) 6.93	(0.46) 23.24	(2.00) 27.75	(0.20) 23.40	(2.00) 27.75			……….Time over District………. ……….Average speed per hour……….		(2.40) 23.73	(0.50) 21.48	(2.10) 25.61	(8.00) 6.93	(1.45) 19.48	(0.30) 20.02	(0.19) 23.36	(0.25) 11.75

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 92 is superior to No. 93, and No. 90 to No. 93.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD — SECOND CLASS / WESTWARD — THIRD CLASS

Capacity of sidings in car lengths		316 Fresno Ingle Armona Mixed	Distance from San Francisco		Time Table No. 141 November 1, 1924	Distance from Hardwick	317 Armona Ingle Fresno Mixed
		Leave Daily			STATIONS		Arrive Daily
	Y	8.45AM	181.9	R	INGLE 5.3	42.3	s 3.40PM
44		s 9.10	187.2	TO	TRANQUILITY 4.5	37.0	s 3.15
41		s 9.35	191.7	TO	SAN JOAQUIN 3.2	32.5	s 2.56
10		f 9.45	194.9		CALDWELL 3.8	29.3	f 2.46
Spur			198.7		NARES 0.3	25.5	
29		f 10.05	199.0	TO	HELM 7.2	25.2	f 2.34
13		s 10.25	206.2		BURREL 3.2	18.0	s 2.12
3		f 10.33	209.4		BENDER 5.2	14.8	f 2.02
10		s 10.45	214.6	TO	RIVERDALE 2.6	9.6	s 1.47
Spur		f 10.53	217.2		ROBINSON 2.0	7.0	f 1.10
Spur		f 10.59	219.2		HUB 1.8	5.0	f 1.00
			221.0		LATON & WESTERN RY. CROSSING (Stop) 0.8	3.2	
Spur		f 11.07	221.8		LYNN 1.7	2.4	f 12.50
Spur			223.5		HASSET 0.7	0.7	
52		s 11.15AM	224.2	TO-R	HARDWICK	0.0	12.40PM
		Arrive Daily			(42.3)		Leave Daily
		(2.30) 16.92			..........Time over District.......... ....Average speed per hour.........		(3.00) 14.10

EASTWARD — SECOND CLASS / WESTWARD — THIRD CLASS

Capacity of sidings in car lengths		314 Kerman Porterville Mixed	316 Fresno Ingle Armona Mixed	Distance from San Francisco		Time Table No. 141 November 1, 1924	Distance from Armona	317 Armona Ingle Fresno Mixed	315 Porterville Kerman Mixed
		Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
48	BWYP	8.20AM		193.0	TO-R	KERMAN 6.7	36.1		s 4.10PM
63		f 8.35		199.7		MCMULLIN 5.4	29.4		f 3.50
43		f 8.50		205.1	TO	RAISIN CITY 5.6	24.0		f 3.35
53		f 9.05		210.7	TO	CARUTHERS 6.1	18.4		f 3.20
43	W	f 9.25		216.8		CANDO 3.5	12.3		f 3.00
				220.3		LATON & WESTERN RY. CROSSING (Stop) 0.3	8.8		
46		f 9.35		220.6		LILLIS 2.4	8.5		f 2.50
51		s 9.45	11.15AM	223.0	TO-R	HARDWICK 2.3	6.1	s 12.30PM	f 2.40
		f 9.51	f 11.25	225.3		KIMBLE 3.8	3.8	f 12.20	f 2.25
44	WYP	s 9.59AM	s 11.35AM	229.1	TO-R	ARMONA	0.0	12.10PM	2.15PM
		Arrive Daily Ex. Sunday	Arrive Daily			(36.1)		Leave Daily	Leave Daily Ex. Sunday
		(1.39) 21.87	(0.20) 18.30			..............Time over District.............. ....Average speed per hour..............		(0.20) 18.30	(1.55) 18.83

EASTWARD — SECOND CLASS, FIRST CLASS / WESTWARD — FIRST CLASS, THIRD CLASS

Capacity of sidings in car lengths		SECOND CLASS 308 Local Freight	FIRST CLASS 104 Fresno Friant Passenger	Distance from San Francisco		Time Table No. 141 November 1, 1924	Distance from Friant	FIRST CLASS 105 Friant Fresno Passenger	THIRD CLASS 309 Local Freight
		Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
Yard	BKWFTYP	6.00AM	8.00AM	205.5	TO-R	FRESNO 1.6	24.4	s 6.30PM	12.30PM
	I			207.1		A. T. & S. F. CROSSING 0.9	22.8		
				208.0		EAST FRESNO 1.4	21.9		
Spur		6.20	f 8.15	209.4		BARTON 2.2	20.5	f 6.18	12.05PM
Spur				211.6		GRANZ 0.2	18.3		
Spur		6.30	f 8.20	211.8		MALTERMORO 0.3	18.1	f 6.13	11.55AM
				212.1		NAVIN 0.8	17.8		
14		6.35	f 8.23	212.9		LAS PALMAS 0.3	17.0	f 6.10	11.45
				213.2		FRESNO INTERURBAN RY. CROSSING 0.4	16.7		
Spur		6.41	f 8.25	213.6		EGGERS 0.3	16.3	f 6.08	11.40
8				213.9		VANRIS 1.0	16.0		
32		6.47	f 8.28	214.9		TARPEY 1.2	15.0	f 6.05	11.30
21		6.53	f 8.31	216.1		MELVIN 1.3	13.8	f 6.02	11.20
41	W	7.10	s 8.34	217.4	TO	CLOVIS 1.1	12.5	s 5.59	11.12
11		7.18	f 8.37	218.5		GLORIETTA 2.4	11.4	f 5.56	10.45
72	K	7.28	f 8.42	220.9	TO-R	PINEDALE JCT. 2.0	9.0	f 5.51	10.33
42		7.36	f 8.46	222.9		GORDON 0.7	7.0	f 5.47	10.25
35		7.45	s 8.50	223.6		EL PRADO 1.2	6.3	s 5.45	10.20
			f	224.8		BURKHEAD 0.9	5.1	f	
				225.7		MORAINE 0.3	4.2		
				226.0		GAND 3.9	3.9		
68	BKT	8.15AM	s 9.05AM	229.9	TO-R	FRIANT	0.0	5.25PM	9.45AM
		Arrive Daily Ex. Sunday	Arrive Daily			(24.4)		Leave Daily	Leave Daily Ex. Sunday
		(2.15) 10.84	(1.05) 22.36			..................Time over District.................. ....Average speed per hour..................		(1.05) 22.36	(2.45) 8.87

EASTWARD — THIRD CLASS / WESTWARD — THIRD CLASS

Capacity of sidings in car lengths		318 Mixed	Distance from San Francisco		Time Table No. 141 November 1, 1924	Distance from Stratford	319 Mixed
		Leave Mon. Wed. and Fri.			STATIONS		Arrive Mon. Wed. and Fri.
45	Y	12.50PM	244.1	TO-R	STRATFORD 2.5	0.0	s 12.20PM
56		f 1.05	241.6		MARSALA 1.7	2.5	f 12.10
43		f 1.15	239.9		OUNEO 3.4	4.2	f 12.01PM
70	YP	s 1.30PM	236.5	R	ROSSI	7.6	11.45AM
		Arrive Mon. Wed. and Fri.			(7.6)		Leave Mon. Wed and Fri.
		(0.40) 11.40			..................Time over District.................. ....Average speed per hour..................		(0.35) 13.03

Westward trains are superior to trains of the same class in the opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD						Time Table No. 141 November 1, 1924			WESTWARD			
		SECOND CLASS							THIRD CLASS			
Capacity of sidings in car lengths.		52 Sunset Ry. Mixed	306 Bakersfield Olig Mixed	260 Sunset Ry. Freight	Distance from San Francisco		STATIONS	Distance from Olig	259 Sunset Ry. Freight	307 Olig Bakersfield Mixed	51 Sunset Ry. Mixed	
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
KI		10.43AM	8.05AM	4.50AM	313.6	TO-R	KERN JCT. 0.5	49.1	12.30PM	3.30PM	5.05PM	
					314.1		PARSONS 1.0	48.6				
					315.1		PAC. SMELTING 0.2	47.6				
					315.3		BAKERSFIELD CORRALS 1.4	47.4				
Spur					316.7		STRADER 2.1	46.0				
43 P		f 10.58	f 8.20	5.10	318.8		WIBLE ORCHARD 1.7	43.9	12.15	f 3.15	f 4.50	
Spur					320.5		VENOLA 2.1	42.2				
54 YP		s 11.08AM	s 8.35	5.25AM	322.6	TO-R	GOSFORD 5.8	40.1	12.05PM	s 3.00	4.40PM	
46 WP			f 8.50		328.4		STEVENS 2.3	34.3		f 2.35		
Spur			f		330.7		STRAND 1.2	32.0		f		
					331.9		MARCO 3.2	30.8				
			f 9.10		335.1		RIO BRAVO 7.7	27.6		f 2.15		
			f 9.30		342.8		BOWERBANK 2.6	19.9		f 1.55		
			f		345.4		KILOWATT 0.9	17.3		f		
91 P			s 9.45		346.3	TO	BUTTONWILLOW 2.5	16.4		s 1.45		
Spur					348.8		USHER 1.7	13.9				
64 WP			f 9.55		350.5		LOKERN 8.9	12.2		f 1.15		
			10.25		359.4		ASPHALTO 1.2	3.3		12.35		
30 YP			s 10.50		360.6	TO-R	McKITTRICK 2.1	2.1		s 12.30PM		
			s 11.05AM		362.7	R	OLIG	0.0		11.20AM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(49.1)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
		(0.25)	(3.00)	(0.35)			Time over District		(0.25)	(4.10)	(0.25)	
		21.60	16.37	15.43			Average speed per hour		21.60	11.78	21.60	

EASTWARD						Time Table No. 141 November 1, 1924			WESTWARD			
	SECOND CLASS								THIRD CLASS			
Capacity of sidings in car lengths.				324 Mixed	Distance from San Francisco		STATIONS	Distance from Springville	325 Mixed			
				Leave Tues., Thurs., Sat.					Arrive Tues., Thurs., Sat.			
46 BKWYP				7.00AM	274.8	TO-R	PORTERVILLE-OLIVE ST. 0.8	15.9	s 11.05AM			
					275.6		A. T. & S. F. CROSSING (Stop) 2.5	15.1				
Spur				f 7.14	278.1		ADOBE 0.5	12.6	f 10.50			
					278.6		PERNU 1.4	12.1				
				f 7.23	280.0		WORTH 1.6	10.7	f 10.40			
Spur				f 7.31	281.6		MAGNESITE JCT. 0.8	9.1	f 10.30			
30				f 7.40	282.4		SUCCESS 5.7	8.3	f 9.25			
				f 8.05	288.1		CLAVICLE 2.6	2.6	f 9.00			
23 Y				s 8.20AM	290.7	TO-R	SPRINGVILLE	0.0	8.45AM			
				Arrive Tues., Thurs., Sat.			(15.9)		Leave Tues., Thurs., Sat.			
				(1.20)			Time over District		(2.20)			
				11.92			Average speed per hour		6.81			

MOJAVE AND SAUGUS SUBDIVISION.

EASTWARD				Time Table No. 141 November 1, 1924			WESTWARD	
	FIRST CLASS						FIRST CLASS	
Capacity of sidings in car lengths.		88 Mojave Owenyo Passenger	Distance from San Francisco		STATIONS	Distance from Owenyo	89 Owenyo Mojave Passenger	
		Leave Daily					Arrive Daily	
BKWFTYP Yard		4.00AM	380.7	TO-R	MOJAVE 1.3	143.5	s 11.25PM	
51		f 4.05	381.8		CHAFFEE 3.2	142.2	f 11.20	
53		f 4.12	384.0		CAMBIO 4.3	139.0	f 11.11	
52		f 4.21	388.3		TRESCAPE 4.6	134.7	f 11.02	
53		f 4.30	392.9		NEURALIA 4.4	130.1	f 10.52	
52		f 4.39	397.3		CINCO 5.2	125.7	f 10.42	
East 53 W West 53		s 4.50	402.5		CANTIL 2.8	120.5	s 10.32	
Spur		f	405.3		GYPSITE 2.2	117.7	f	
43		f 5.01	407.5		CENEDA 1.0	115.5	f 10.22	
6		f 5.03	408.5		SALTDALE 2.1	114.5	f 10.20	
		f	410.6		TOBY 1.6	112.4	f	
East 52 Y West 75		f 5.11	412.2		GARLOCK 4.2	110.8	f 10.13	
53		f 5.20	416.4		GOLER 4.1	106.6	f 10.05	
53		f 5.29	420.5		RAND 4.1	102.5	f 9.57	
53		f 5.40	424.6		TEAGLE 3.8	98.4	f 9.49	
53 Y		s 5.58	428.4	TO	SEARLES 4.4	94.6	s 9.41	
53		f 6.06	432.8		RADEMACHER 5.5	90.2	f 9.31	
57		f 6.17	438.3		CODE 4.1	84.7	f 9.20	
53		f 6.25	442.4		TERESE 4.8	80.6	f 9.12	
53		s 6.34	447.2	TO	INYOKERN 4.5	75.8	s 9.03	
53		s 6.43	451.7		LELITER 4.6	71.3	s 8.54	
53		s 6.52	456.3		BROWN 4.4	66.7	s 8.45	
East 53 Y West 76		f 7.01	460.7		LINNIE 3.6	62.3	f 8.36	
53		f 7.08	464.3		NARKA 4.0	58.7	f 8.29	
52		s 7.16	468.3		LITTLE LAKE 3.2	54.7	s 8.21	
East 52 Y West 52		f 7.23	471.5		MABEL 4.1	51.5	f 8.14	
53		f 7.31	475.6		SYKES 4.3	47.4	f 8.06	
53		f 7.39	479.9		TALUS 4.2	43.1	f 7.58	
52 W		f 7.51	484.1		HAIWEE 4.4	38.9	f 7.50	
58		f 7.59	488.5		LOCO 4.8	34.5	f 7.40	
53		f 8.08	493.3		OLANCHA 4.4	29.7	s 7.30	
58		f 8.20	497.7	TO	CARTAGO 4.6	25.3	f 7.22	
57		f 8.29	502.3		MONACHEE 4.0	20.7	f 7.12	
57		f 8.37	506.3		BRIER 4.0	16.7	f 7.04	
57		f 8.45	510.3		SKINNER 4.0	12.7	f 6.56	
57		f 8.53	514.3		DIAZ 4.5	8.7	f 6.48	
East 61 West 58		s 9.06	518.8		LONE PINE 4.2	4.2	s 6.40	
BKFY		s 9.20AM	523.0	TO-R	OWENYO	0.0	6.30PM	
		Arrive Daily			(143.5)		Leave Daily	
		(5.20)			Time over District		(4.55)	
		27.00			Average speed per hour		29.18	

Westward trains are superior to trains of the same class in the opposite direction.

FRESNO AND BAKERSFIELD SUBDIVISION

EASTWARD

Time Table No. 141

November 1, 1924

WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco		STATIONS	Distance from Ainrof
KY	308.6	R	OIL JCT.	5.7
			0.3	
	308.9		STORAGE TRACKS	5.4
			1.1	
	310.0		BOAZ	4.3
			1.1	
	311.1		SEGURO	3.2
			0.5	
	311.6		MALTHA	2.7
			0.4	
	312.0		VOLOAN	2.3
			0.2	
	312.2		LA SOLAS	2.1
			0.2	
	312.4		OMENA	1.9
			0.3	
(Spur)	312.7		ADIOS	1.6
			0.1	
(Spur)	312.8		CESARO	1.5
			0.2	
	313.0		TREADWELL JCT.	1.3
			0.1	
(Spur)	313.1		EBIGMO	1.2
			0.3	
	313.4		PENTOL	0.9
			0.3	
21 Y	313.7		OIL CITY	0.6
			0.6	
(Spur)	314.3	R	AINROF	0.0
			(5.7)	

......................Time over District......................

......................Average speed per hour......................

Note.—Oil Jct. to Ainrof operated as part of Bakersfield yard.

EASTWARD

Time Table No. 141

November 1, 1924

WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Porque
	313.0	TREADWEL JCT.	2.4
		0.2	
(Spur)	313.2	KINROSS	2.2
		0.3	
(Spur)	313.5	AMIGO	1.9
		0.2	
(Spur)	313.7	ARMIGUS	1.7
		0.2	
(Spur)	313.9	KINSALE	1.5
		0.1	
(Spur)	314.0	FORFAR	1.4
		0.2	
(Spur)	314.2	DERWENT	1.2
		0.5	
(Spur)	314.7	OUANDO	0.7
		0.3	
(Spur)	315.0	TUBIG	0.4
		0.2	
	315.2	HAYNAN	0.2
		0.1	
(Spur)	315.3	CERTINA	0.1
		0.1	
(Spur)	315.4	PORQUE	0.0
		(2.4)	

......................Time over District......................

......................Average speed per hour......................

Note.—Treadwell Jct. to Porque operated as part of Bakersfield yard.

BAKERSFIELD AND MOJAVE SUBDIVISION

EASTWARD

Time Table No. 141

November 1, 1924

WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Vaccaro
	317.0	MAGUNDEN	17.5
		10.1	
	326.8	RIBIER	7.7
		2.0	
P	328.8	DI GIORGIO	5.7
		2.2	
	331.0	GIFFIN JCT.	3.5
		2.1	
P	333.1	ARVIN	1.4
		1.4	
	334.5	VACCARO	0.0
		(17.5)	

......................Time over District......................

......................Average speed per hour......................

EASTWARD

Time Table No. 141

November 1, 1924

WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Giffin
	331.0	GIFFIN JCT.	1.2
		1.2	
	332.2	GIFFIN	0.0
		(1.2)	

......................Time over District......................

......................Average speed per hour......................

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

Fresno	Bert Fuller	Coalinga	Henry Cassriel
Porterville	E. J. Hepburn	Visalia	Switzer McCormic
Hanford	Hanford Jewelry Co.	Los Angeles	G. D. Davidson Co.
Bakersfield	O. C. Gammon	Los Angeles	Newton Moore

RULE 3. Conductors on eastward Santa Fe trains originating at Bakersfield will show on reverse side of Kern Jct. register ticket watch comparison made at Santa Fe station Bakersfield, also comparison with enginemen.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (D). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99.

Famoso	Trains on Fresno Branch.
Ducor	Trains on Minkler-Southern Branch.
Exeter	Trains on Visalia Branch.
Hardwick	Trains on Riverdale Branch.
Ingle	Trains on Riverdale Branch.

RULE 14 (E). As specified below, six long sounds will be indication that flagman may return from east as prescribed by Rule 99.

Fresno	Trains on Fresno Branch.
Porterville	Trains on Springville Branch.
Rossi	Trains on Stratford Branch.
Goshen Junction	Trains on Visalia Branch.
Ingle	Trains on Riverdale Branch.
Richgrove	Trains on Richgrove Branch.
Magunden	Trains on Arvin Branch.
Mojave	Trains on N. & C. Branch.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated will register:

Rossi	Third-class trains.
Oil Jct. Ducor Caliente Lancaster Palmdale	Trains originating and terminating.
Famoso	Trains to and from Porterville Branch
Tehachapi	First and second class trains, and trains originating and terminating.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Goshen Jct	Nos. 25, 26, 59 and 60.
Kern Jct.	Santa Fe trains and S. P. first class trains.
Tehachapi	First and second class trains.

Operator Oil Jct. will report arrival and departure of trains originating and terminating to operator Kern Jct. and Bakersfield, who will enter same on register. Operator Kern Jct. will report arrival and departure Santa Fe first-class trains to Operator Bakersfield, who will enter same on register.

Operator Kern Jct. will report arrival and departure of all scheduled trains to operator Santa Fe station Bakersfield, who will enter same on Southern Pacific register located at Santa Fe station Bakersfield.

RULE 83 (C) Extras register at Porterville, Olive St., Exeter, Visalia and Goshen Jct.

RULE 83 (D). Trains must obtain clearance card before leaving:

McKittrick	Westward trains
Coalinga	All trains
Hardwick	To and from Riverdale Branch when operator on duty
Goshen Jct	All trains via Hanford and Visalia

RULE 93. Yard Limits: Are defined by yard limit signs at the following stations

FRESNO
GOSHEN JCT.
BAKERSFIELD
TEHACHAPI
MOJAVE
EXETER
LINDSAY
PORTERVILLE
VISALIA
COALINGA
ARMONA
HARDWICK
HANFORD

RULE D 97 (A). On double track between Tehachapi and Summit Switch trains may run extra, moving with the current of traffic without running orders.

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK WILL BE AS FOLLOWS:

Sivert........For westward track

RAILROAD CROSSINGS AT GRADE, NOT INTERLOCKED

A. T. & S. F. Railway, 744 feet east of Lajac, STOP.
A. T. & S. F. Railway, 14718 feet west of Taurusa, STOP.
A. T. & S. F. Railway, 602 feet east of Visalia, STOP, and not pass over crossing without receiving proceed signal from flagman, who must precede train.
Laton & Western Railway, 1743 feet west of Lillis, STOP.
Laton & Western Railway, 4129 feet west of Lynn, STOP.
A. T. & S. F. Railway (on Springville Branch), 4515 feet east of Porterville, STOP.
Fresno Interurban Railway, 1771 feet east of Las Palmas, approach with caution; movements made over crossing by Fresno Interurban Railway will be under flag protection.

RULE 221. That portion of Rule 221 reading "Train Order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. OVERLAP is located at

Acton......Westward trains, 500 feet west of west switch.

RULE 820. Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

When engineers with less than 610 days' experience and less than 60 days' service as engineer on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

Rule 876. Standing air brake tests must be made at Vincent and Summit Switch by all freight trains.

Leading engineman will not signal brakeman to open angle cock until last helper engineman coupling into rear of train has indicated by one sound of whistle that rear portion of train is coupled and ready for compliance with Rule 17 of Air Brake rules.

At any point where brake pipe has been separated rear end test will be made in accordance with Rule 875 of Transportation Rules and Rule No. 17 of Air Brake Rules.

Rear end test will be made on all passenger trains stopping Vincent or Tehachapi and running test per Rule 875 of Transportation Rules. Passenger trains not stopping at Vincent will make running test between initial and crossover switches.

Eastward passenger trains not stopping at Tehachapi will make running test at end of double track Tehachapi. Westward passenger trains not stopping at Tehachapi will make running test at West wye switch, Summit Switch.

AUTOMATIC BLOCK SYSTEM

When the light signals located at either end of siding at Warren indicate stop, train will be preceded by a flagman.

INTERLOCKING

FRESNO TOWER—A. T. & S. F. Crossing 1.6 miles east of Fresno on Friant Branch

For main track, one long whistle (———).

To or from spur track, one long and one short whistle (——— o).

SUN MAID TOWER—A. T. & S. F. Crossing 1.5 miles east of Fresno on Sanger Branch

One long whistle (———).

CALWA TOWER—A. T. & S. F. Crossing and double track 0.8 miles east of Calwa

Eastward trains approaching end of double track will call for switch and derailer by one long, one short and one long whistle (——— o ———).

Westward trains, one long whistle for crossing and for double track (———).

Lower arm of signal located just east of crossing controls the admission of westward trains on to double track against the current of traffic.

Dwarf signal located between main tracks just west of tower controls eastward trains moving against the current of traffic.

HANFORD TOWER—A. T. & S. F. Crossing 0.3 mile west of Hanford

One long whistle (———).

TULARE TOWER—A. T. & S. F. Crossing 0.3 mile west of Tulare

One long whistle (———).

KERN JCT. TOWER—A. T. & S. F. Crossing, double track and McKittrick Branch 0.7 mile east of Bakersfield

For main track, one long whistle (———).

For movement over crossing on siding, one long, one short and one long whistle (——— o ———).

Between S. P. and A. T. & S. F. main track, one long and one short whistle (——o).

Between main track and transfer track, one short, one long and one short whistle (o ——— o).

No. 1 track, two short, one long and one short whistles (o o ——— o).

Eastward main track signals are semi-automatic.

Dwarf light signals opposite end of double track governing westward movement are as follows:

Green........Westward track to S. P. single track.
Yellow.......To Santa Fe westward double track or S. P. No. 1 track.

Dwarf light signal for eastward movement is located at west limits of interlocking plant. Light signals as follows:

Green........Eastward main track.
Yellow.......Against current of traffic.

Transfer tracks have pipe connected derails to main track (transfer switch).

TEHACHAPI

Main track movements (to or from double track) one long whistle (———).

No. 1 siding, one short, one long and one short whistle (o ——— o).

GENERAL

For movement against current of traffic on double track, give one short and two long whistles (o ——— ———).

When a train which has been given a proceed semaphore signal at any crossing does not wish to use crossing, one long, two short and one long whistle should be sounded (——— o o ———).

STAFF SYSTEM

Trains will be operated by Staff System between Pinedale Junction and Friant. Staff machines are located at Pinedale Junction, Gordon and Friant. Staff rules govern.

Possession of staff from one machine authorizes train movement only to next machine. If unable to secure staff from machine, trains will, after waiting 15 minutes, send flagman ahead, and after waiting at least five minutes, follow to next staff machine, keeping at least one fourth mile behind flagman.

SPEED TABLE.

This table is for the purpose of determining speed per mile and must in no way conflict with rules restricting speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1 27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1 18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED

Note.—All locomotives with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified under "Speed Restrictions."

SPECIAL INSTRUCTIONS—Continued.

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.

SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below.

Page	BETWEEN	Passenger	Freight	Running Backward
2-3-4-5	East yard limit board Fresno and half-mile east of Sivert, except:	50	35	20
2-3-7-9	Fresno, within city limits, with caution......	..	..	..
2-3-7-9	Fresno, within city limits, along or across street crossings..............	8	8	8
2-3-7-9	Fresno yard outside city limits..............	15	10	10
2-3	Fowler within city limits..............	10	10	10
2-3	Selma within city limits bet. 5 AM-11 PM...	10	10	10
2-3	Kingsburg within city limits bet. 4 AM-11 PM.	10	10	10
2-3	Goshen Junction yard..............	25	25	20
2-3	Tulare within city limits..............	8	8	8
2-3-4-5	Bakersfield within city limits..............	6	6	6
2-3-4-5	Bakersfield yard outside city limits..........	35	20	20
4-5	Bena and Sivert (westward freight trains)......	..	35	20
4-5	½ mile east Sivert and 1 mile west Ilmon......	40	30	20
4-5	1 mile west Ilmon and 1 mile west Tehachapi...	30	18	15
4-5	1 mile west Tehachapi and 1 mile west Cameron.	50	35	20
4-5	1 mile west Cameron and Mojave, except:	45	18	15
4-5-6	Mojave yard..............	15	10	10
4-5	Mojave and 1 mile west Cameron (westward freight trains)..............	..	35	10
6	Mojave and Palmdale..............	50	35	20
6	Palmdale and Saugus..............	30	18	15
7	Fresno and Famoso via Sanger and Porterville, except:	40	30	20
7-8	Exeter within city limits..............	10	10	10
7	Lindsay within city limits..............	10	10	10
7	Porterville within city limits..............	8	8	8
7	On curve west of Orris..............	30	20	20
7	Richgrove and Jovista straight track	25	25	10
7	Richgrove and Jovista on curves	15	15	10
9	Ingle and 1 mile west of Riverdale..............	35	25	15
9	1 mile west of Riverdale and Hardwick, except:	20	20	15
9	Over Kings River Bridge 222-C between Lynn and Hasset..............	6	6	6
8-9	Kerman and Exeter via Hanford and Visalia, except:	40	30	20
8	Hanford within city limits..............	8	8	8
8	Visalia within city limits..............	10	10	10
8	On curve at Ambler..............	30	20	20
8	Armona and Crump, except:	40	25	20
8	Huron and Turk on curves..............	30	18	15
8	Crump and Alcalde..............	10	10	10
9	Fresno and Gordon, except:	40	25	20
9	Barton and Maltermoro on curves..........	30	18	15
9	Clovis city limits..............	8	8	8
9	Gordon and Friant..............	30	18	15
10	Bakersfield and Gosford..............	40	25	20
10	Gosford and Olig, except:	30	20	15
10	Lokern and Olig with large loaded oil cars...	..	15	15
9	Rossi and Stratford..............	25	25	10
10	Porterville and Springville..............	20	15	10
11	Magunden and Vaccaro, except:	25	25	10
11	Magunden and Vaccaro on curves	15	15	10
10	Mojave and Owenyo	35	25	20
	On all curves of 6 degrees and over	30	18	15
	Through interlocking limits, with caution			
	Through crossovers and turnouts	8	8	8

OTHER MAXIMUM SPEEDS IN MILES PER HOUR AS FOLLOWS:

	M.P.H.
Mikado, F-1 type and Consolidation engines..............	45
F-3, F-4, F-5 and Santa Fe 3800 type engines..............	Freight Speed
F-3, F-4, F-5 and Santa Fe 3800 type engines on curves of 6 degrees and over ..	15
F-3, F-4, F-5 and Santa Fe 3800 type engines backward movement over switch turnouts..............	8
Mallet engines (except where freight speed is less be governed thereby)....	25
Motor cars..............	40
Engines Running Light:	
Mt. 1 type, 8-wheel, 10-wheel, Mogul, Mikado, Pacific and F-1 type (except where speed restrictions are less)..............	35
Consolidation and 2900 class (where freight speed is 18 m.p.h.)........	20
Santa Fe 900 and 1600 class engines (where freight speed is 18 m.p.h.)	20
Engines not specified..............	Freight Speed.
Trains Handling Relief Outfit:	
Main track, Exeter to Kerman-Fresno to Famosa via Sanger (except where freight speed is less be governed thereby)..............	25
On curves of 5 degrees and over..............	15
Over other lines (except where freight speed is less by governed thereby)	15
F-3, F-4 and F-5 type engines must not be used in passenger service.......	

MISCELLANEOUS

1. At the following stations freight trains descending grade between Caliente and Lang will stop 10 minutes to allow heat to equalize in wheels and to permit train inspection. Light engines will stop a sufficient length of time for enginemen to inspect engine.

Marcel.—(Unless stop made at Cable.)

Woodford.—(Unless stop made at Walong.)

Bealville.—(Unless stop made at Rowen.)

When stop of ten minutes has been made at Rowen it will be necessary to allow stop of ten minutes for equalizing wheel heat and inspection at some station between Rowen and Caliente.

Warren.

Ravenna.—(Unless stop made at Paris or Acton.)

Russ.—(Unless stop made at Ravenna.)

McKittrick Branch.—Between mile posts 357 and 358.

Owenyo Branch.—At Little Lake, Teagle and Goler.

2. Before entering and after leaving sidings where necessary to apply train (automatic) brakes, stop and allow sufficient time to insure release of all brakes—one to one and one-half minutes is usually required for this purpose. Be governed by gauge and time duration in this operation.

3. Conductor report to Superintendent, by wire, any failure to properly control train by air brakes and deliver to Car Inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

4. The maximum tonnage per operative brake between Caliente and Mojave is 115 Ms and between Mojave and Saugus 120 Ms.

5. **Retainers** will be used on passenger trains as follows:

Eastward trains............Cameron to Mojave—All retainers
Eastward trains............Vincent to Acton—Available retainers
Westward trains............Vincent to Harold—Available retainers
Westward trains............Tehachapi to Caliente—All retainers

On trains having not to exceed two head end cars available retainers will be used Cameron to Mojave and Tehachapi to Caliente.

Retainers will be used on freight trains as follows:

Eastward trains............Cameron to Mojave
Eastward trains............Vincent to Lang
Westward trains............Vincent to Harold
Westward trains............Tehachapi to Caliente
Westward trains............Caliente to Ilmon; first ten available retainers from head end.
Westward trains............McKittrick to Lokern
Westward trains............Mabel to Linnie
Westward trains............Searles to Garlock

Retainers will be used on other districts when in judgment of enginemen it is deemed necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. The above maximum speed restriction will not affect the speed on heavier grades and other locations, where the maximum is now provided. Retainers on eastward freight trains entering Mojave must not be turned down until train comes to rest on designated tracks.

6. Rear brakeman will open valve on rear of steam heat line and valve must be closed on engine at yard limit boards—Fresno, Bakersfield and Mojave. At other points: Station one mile board. Exception, Mojave trains not requiring disconnection of train line.

7. Helpers will cut out at Vincent unless otherwise instructed.

Helpers cut out at Summit Switch and ordered through to Mojave will precede train from Summit Switch, unless otherwise instructed.

Helper engines cutting out of eastward trains at Summit Switch, enter wye from east leg.

In taking water on freight trains with helper cut in, train will be cut ahead of first helper from head end and will back to point where it is to take water. After stopping, train will be cut ahead of following helper.

Eastward freight trains picking up helper at Caliente will cut in as follows:

The rear helper will, after train stopped, make cut ahead of eight cars and then drop back sufficient distance to permit swing helper entrance to train on main line through crossover east of stock corral. After rear helper has taken water and ready to couple, the swing helper will couple to the rear portion of train and pull the entire rear end to a coupling with head portion.

Trains in siding will handle in the same manner at west switch.

Should a stop be made short of a turnout at a point where helpers are to be cut out, cut will be made ahead of leading helper and train engine will pull head portion to clear, to prevent damage done by helper in shoving during short move.

In movement of light engines between Bakersfield and Mojave the number of engines coupled is restricted to four.

8. **Fresno.**—Eastward trains entering yard will be governed by signal from Herder as follows:

Trains via Merced, green signal.
Trains via Kerman, yellow signal.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from Yardmen.

Main Line Depot No. 1.
Depot No. 2.
Depot No. 3.
Depot No. 4.
Back Lead.

Mojave.—Trains entering or leaving west end of yards be governed by following hand signals:

Westward..............Green signals.
Eastward..............Yellow signals.

Trains entering or leaving east end of yard be governed by following hand signals:

Southern Pacific........Yellow signals.
Santa Fe..............Green signals.

Trains from Owenyo Branch stop before fouling main track, regardless of position of derailer or signals received.

Following code of signals will govern eastward trains entering yard:

Southern Pacific:
Passenger trains......One long.
Freight trains........One short, one long, one short.

Santa Fe:
Passenger trains......One long, one short.
Freight trains........One long, one short, one long.

9. **Fresno.**—Trains from Friant Branch and Sanger Branch stop at "stop" board at junction of these lines.

Goshen Jct.—Trains from Visalia Branch stop at "stop" board east end of yard.

Exeter.—Eastward trains stop at "stop" board at junction with Porterville Branch.

10. At least two loaded steel underframe cars must be placed immediately ahead of 2-10-2 type engines that are engaged in helping.

11. **Goshen Jct.**—End of the Visalia Branch will be at first switch east of the station where it enters Bakersfield-Fresno main track.

12. At Caliente, Bealville and Marcel siding next to main track will be known as eastward siding; back track will be known as westward siding.

MISCELLANEOUS—Concluded

13. At Rowen, siding between intermediate switches is designated as middle siding.

Siding east of middle siding is designated as westward siding.
Siding west of middle siding is designated as eastward siding.
Normal position of intermediate switches will be for continuous movement through sidings.

First-class trains will use middle siding entering at initial switch of this siding.

Trains using other than designated siding will do so under flag protection or when authorized by train dispatcher.

14. House track at Woodford must not be used for setting out or storing of cars.

15. Tracks at following stations must not be used by F-3, F-4, F-5 and Santa Fe 3800 type engines. Spurs at Bena, Caliente, Bealville, Cable, Russ and team track Honby.

16. Track next to main track (No. 1) west of station at Tehachapi will be used as westward siding and Track No. 2 as eastward siding.

17. Track next to and north of main track at Ducor will be known as siding No. 1. Second track north of main track, will be known as Minkler Southern Ry. main or No. 2 track. Trains will use extreme east switch to enter or leave Southern Pacific main track. Inside switches will be left lined for Siding No. 1.

18. Main track between stems of wye, Arvin paralleling Associated Fruit Spur may be used as a double loading track. Be governed accordingly.

19. Trains using Richgrove–Jovista Spur will do so under flag protection only. Flagman will be left at Richgrove with instructions to hold all other trains desiring to use the spur until return of his train.

20. Night signals will be displayed approaching and through all tunnels.

21. West switch Ivanhoe is located 745 feet east of Ivanhoe station sign.

22 Engines heavier than 70,000 pounds on drivers will not be run east of Crump.

23. Cars exceeding 125 Ms will not be run over Kings River bridge, one mile west of Hardwick on Riverdale Branch. Such loads will be handled via Ingle.

Engines heavier than 100,000 pounds on drivers will not be run between Hardwick and Riverdale.

24. Do not take water on Visalia Electric track at Exeter.

25. Conductors called for relief trains east of Bakersfield will report direct to Kern Jct. Tower for orders and immediately advise yard office of their arrival, so there will be no question as to whether conductor is on hand.

Conductors on westward relief trains from Bakersfield report at telegraph office for orders, also notifying yard office immediately for same reason as above stated.

To expedite movement of relief trains out of terminals, report as quickly as possible after called and not wait to eat as meals will be provided on relief trains.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

Kind of Car	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	
" (Dynamo)		101,000	
" and Mail 60′		97,000	92,000
" and Mail 69′	75,000	122,000	
" and Passenger	65,000		
Buffet		131,000	122,000
" (Dynamo)		146,000	
Business	108,000	179,000	136,000
Chair	84,000	98,000	
Coaches	75,000	95,000	
Dining	131,000	146,000	138,000
Express, Horse	79,000		
Express, Refr. (Am. Ry. Exp.) Nos. 40 to 154			78,000
" " " " " Nos. 155 to 224			89,000
" " " " " Nos. 500 to 506			110,000
" " " " " Nos. 1101 to 1175			85,000
" " (GN RR)	70,000		
" " (NP RR)	60,000		74,000
Observation	122,000	144,000	128,000
Postal 40′		72,000	
" 60′		111,000	
Pullman Observation	124,000	148,000	142,000
" Parlor	115,000	149,000	142,000
" Standard Sleeper	125,000	152,000	145,000
" Tourist	94,000		133,000
Tea and Silk	48,000		

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Location	Description
	Fresno-Saugus—Main Track	
205.5	Fresno Shop Yard	Water tank spout.............Side
225.6	Kingsburg	Water tank spout.............Side
260.4	Tipton	Water tank spout.............Side
313.2	Bakersfield E. end Rd. Ho. lead	Water column.................Side
313.2	Bakersfield Emergency Col. No. 4	Water column.................Side
313.2	Bakersfield roundhouse turnout tracks	Sandhouse.......Side and Overhead
335.2	Caliente	Water tank spout.............Side
340.5	Bealville	Water tank spout.............Side
354.2	Marcel	Water tank spout.............Side
380.7	Mojave main track	Water column.................Side
399.9	Oban	Water tank spout.............Side
434.8	East of Russ	Tunnel 17½..............Overhead
434.8	East of Russ	Water flume.............Overhead
435.9	East of Russ	3rd bridge Sta. Clara river.Overhead
436.1	East of Russ	4th bridge Sta. Clara river.Overhead
436.3	East of Russ	5th bridge Sta. Clara river.Overhead
436.8	East of Russ	7th bridge Sta. Clara river.Overhead
436.9	East of Russ	8th bridge Sta. Clara river.Overhead
437.4	East of Russ	10th bridge Sta. Clara river.Overhead
437.0	East of Russ	Tunnel 18...............Overhead
439.5	East of Lang	Tunnel 20...............Overhead
440.1	East of Lang	Tunnel 21...............Overhead
441.5	East of Lang	Tunnel 22...............Overhead
445.3	East of Humphreys	Tunnel 23...............Overhead
449.7	East of Honby	Tunnel 24...............Overhead
	Fresno-Famoso via Porterville	
235.0	Dinuba	Water tank spout.............Side
257.4	Exeter	Water tank spout.............Side
	Goshen Jct.-Coalinga-Kerman	
229.1	Armona	Water tank spout.............Side
244.1	Stratford	Water tank spout.............Side
268.4	Coalinga	Water tank spout.............Side
216.8	Cando	Water tank spout.............Side
	Fresno-Friant	
217.4	Clovis	Water tank spout.............Side
	Bakersfield-Olig	
350.5	Lokern	Water tank spout.............Side
328.4	Stevens	Water tank spout.............Side
	Mojave-Owenyo	
402.5	Cantil	Water tank spout.............Side
426.8	East of Teagle	Tunnel 29...............Overhead
484.1	Haiwee	Water tank spout.............Side
497.7	Cartago, Inyo Chemical Co.	Pipe over coke track......Overhead
497.7	Cartago, Inyo Chemical Co.	High voltage wires........Overhead
523.0	Owenyo	Highline trestle on Calif. Alkali Co. Spur.........Overhead

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

LIST OF SURGEONS

NAME	TITLE	LOCATION
Dr. F. K. Ainsworth	Manager and Chief Surgeon	San Francisco, Cal.
Dr. J. D. Morgan	District Surgeon	Fresno, Cal.
Dr. Chas. A. James,	Asst. District Surgeon	Fresno, Cal.
Dr. D. H. Trowbridge	Oculist and Aurist	Fresno, Cal.
Dr. J. D. Wagner	Emergency Surgeon	Selma, Cal.
Dr. W. H. Nielson	Emergency Surgeon	Fowler, Cal.
Dr. A. E. Skoonberg	District Surgeon	Sanger, Cal.
Dr. G. A. Hawkins	District Surgeon	Reedley, Cal.
Dr. J. C. Paine	District Surgeon	Exeter, Cal.
Dr. Paul R. Walters	District Surgeon	Dinuba, Cal.
Dr. T. D. Smith	District Surgeon	Kingsburg, Cal.
Dr. M. S. McMurtry	Emergency Surgeon	Clovis, Cal.
Dr. R. N. Fuller	District Surgeon	Tulare, Cal.
Dr. Verdo B. Gregory	Emergency Surgeon	Pixley, Cal.
Dr. J. A. Copeland	District Surgeon	Delano, Cal.
Dr. C. M. White	District Surgeon	Visalia, Cal.
Dr. C. T. Rosson	District Surgeon	Hanford, Cal.
Dr. J. C. Drake	District Surgeon	Kerman, Cal.
Dr. Geo. A. Meracle	Emergency Surgeon	Caruthers, Cal.
Dr. W. W. Goodrich	District Surgeon	San Joaquin, Cal.
Dr. Wm. P. Byron	District Surgeon	Lemoore, Cal.
Dr. G. T. Mountford	District Surgeon	Coalinga, Cal.
Dr. S. A. Barber	District Surgeon	Porterville, Cal.
Dr. W. W. Tourtillott	Assoc. District Surgeon	Porterville, Cal.
Dr. H. R. D Shoemaker	District Surgeon	Lindsay, Cal.
Dr. A. C. Muller	Emergency Surgeon	Strathmore, Cal.
Dr. A. I. Fraser	District Surgeon	Bakersfield, Cal.
Dr. N. N. Brown	Consulting Surgeon	Bakersfield, Cal.
Dr. C. W. Kellogg	Consulting Surgeon	Bakersfield, Cal.
Dr. F. A. Hamlin	Oculist and Aurist	Bakersfield, Cal.
Dr. E. A. Shaper	District Surgeon	Woodford, Cal.
Dr. R. G. Doupe	District Surgeon	Tehachapi, Cal.
Dr. C. C. Warner	District Surgeon	Mojave, Cal.
Dr. M. A. Williamson	District Surgeon	Lone Pine, Cal.
Dr. J. A. Loundagin	District Surgeon	Independence, Cal.
Dr. S. H. Savage	District Surgeon	Lancaster, Cal.
Dr. H. G. Imler	District Surgeon	McKittrick, Cal.
Dr. E. C. Savage	Emergency Surgeon	Palmdale, Cal.
Dr. J. E. Wheat	District Surgeon	San Fernando, Cal.

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF HOSPITAL STRETCHERS

- FRESNO
  - BAGGAGE ROOM
  - STORE ROOM
  - RELIEF TRAIN
- MOJAVE
  - BAGGAGE ROOM
  - RELIEF TRAIN
  - CAR SHOPS
- GOSHEN JUNCTION
- SAUGUS
- BAKERSFIELD
  - BAGGAGE ROOM
  - EMERGENCY HOSPITAL
  - RELIEF TRAIN
  - CAR SHOPS
  - MACHINE SHOPS
- EXETER
- PORTERVILLE
- COALINGA
- HANFORD
- OWENYO
- TEHACHAPI

LOCATION OF HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
EMERGENCY HOSPITAL	BAKERSFIELD
CROCKER STREET HOSPITAL	LOS ANGELES

RATING OF ENGINES--SAN JOAQUIN DIVISION

In M's of 1000 Lbs. Back of Tender.

Nominal Class	Official Class	Engine Numbers	Boiler Pressure	Bakersfield and Fresno. Bakersfield and Kerman via Armona.	Bakersfield to Mojave.	Mojave to Saugus.	Saugus to Bakersfield.
E-9	E-63 17/24 52	1309	140	1930	240	360	290
E-10	E-63 17/24 47	1320 to 1349	140	1950	270	390	320
E-5	E-69 18/24 69	1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401	165	2430	300	400	360
E-23	E-73 20/24 89	1433 to 1443	190	3310	430	570	510
E-23	E-73 20/24 92	1445 to 1458	190				
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471	165	2670	320	440	390
E-27	E-73 20/26 113-S	1526 to 1540	210	4030	540	710	640
M-4	M-63 20/28 126	1615 to 1719	190	4270	630	810	730
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	5250	790	1020	920
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803 (Superheated)	200				
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803 (Saturated)	195	4860	730	940	850
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	5540	850	1090	990
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	4990	740	960	870
T-16	T-57 18/24 80	2039 to 2073, 2081, 2082, 2095	165	2880	400	530	480
T-16	T-57 18/24 76	2094	150	2600	350	470	420
T-10	T-57 18/24 86	2134 to 2152	160	2770	380	500	450
T-9	T-57 18/24 96	2155, 2175, 2180	170	2960	400	530	480
T-9	T-57 18/24 92	2170, 2172	170	3190	420	550	490
T-3	T-69 20/26 113	2212 to 2220	180	3510	470	620	550
T-2	T-63 19/24 105	2221 to 2234	160	2810	360	470	430
T-1	T-63 20/26 112	2235 to 2244, 2246 to 2273	180	3840	560	730	660
T-25	T-69 20/28 134	2274 to 2281	200	4230	590	770	690
T-27	T-69 20/26 124	2282	180	3490	440	600	530
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	5560	870	1010	1000
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4890	750	960	870
T-28	T-63 22/28 162-S	2311 to 2352	210	6060	930	1190	1080
T-31	T-63 22/28 162-S	2353 to 2362	200	5750	869	1110	1010
T-32	T-69 23/28 174-S	2363 to 2370	200	5850	870	1120	1010
P-1-3	P-77 22/28 141-S	2400 to 2437, 2459, 2460	210	5010	700	910	820
P-5	P-77 22/28 141-S	2438 to 2452	200	4750	650	850	760
P-10	P-73 25/30 181-S	2478 to 2483	200	6830	940	1240	1110
P-10	P-73 25/30 183-S	2484 to 2491	200	7140	960	1270	1130
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated)	190	6010	950	1210	1100
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	5750	890	1140	1030
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)	190	5990	930	1190	1080
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	5750	880	1130	1020
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	6680	1050	1340	1220
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	5950	910	1170	1060
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)	210	6660	1030	1320	1200
C-5	C-57 22/30 178	2680 to 2693 (Saturated)	200	5960	920	1180	1070
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830 (Superheated)	210	6660	1030	1320	1200
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)	210				
C-10	C-57 22/30 194-S	2831 to 2836, 2839 to 2857 (Superheated)	210				
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830 (Saturated)	200	5930	890	1150	1040
C-8	C-57 22/30 184	2698 to 2751 (Saturated)	200				
TW-8	TW-54 21/32 155	2914 to 2923 (Saturated)	180	4960	740	960	870
TW-3	TW-50 20/26 120	2932 to 2939, 2941 to 2945	170	4230	650	830	750
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	3970	500	670	600
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	3610	430	590	520
Mk-5	Mk-63 26/28 210-S	3237 to 3249, 3270, 3271	200	8090	1300	1660	1500
Mk-6	Mk-63 26/28 210-S	3250 to 3269	200				
F-1	F-63 27½/32 273-S	3600 to 3652	200	9700	1530	1950	1770
F-3	F-63 29½/32 297-S	3653 to 3667	200	....	1730	2210	1920
F-4, F-5	F-63 29½/32 306-S	3668 to 3768	200	....	1800	2300	2000
Mt-1	Mt-73 28/30 246-S	4300 to 4327	210	....	1340	1740	1570
Allowance for empty and underloaded cars		Less than 40 M's		6	3	3	3
		40 to 50 M's		3	0	0	0

RULING GRADES AND CURVES

DISTRICT	Per Cent Grade	Degrees Curve	Equivalent Grade
Fresno to Bakersfield.	.35	.5	.37%
Bakersfield to Ilmon.	1.50	10.00	1.90%
Ilmon to Tehachapi.	2.20	10.0	2.6%
Saugus to Palmdale.	2.20	10.33	2.61%
Palmdale to Mojave.	1.50	1.30	1.552%
Mojave to Eric.	2.20	4.00	2.36%
Eric to Tehachapi.	1.179	1.50	1.239%
Fresno to Friant.	1.00	10.00	1.4%

TRAINMASTERS

H. C. THOMPSON	Fresno
R. G. PROSOLE	Bakersfield
C. G. TANDY	Mojave

E. F. WASEM, Chief Dispatcher,
J. S. FOCKLER, Asst. Chief Dispatcher,
O. D. DAY, Asst. Chief Dispatcher.

Road Foreman of Engines,
S. H. BRAY.

C. F. DONNATIN, Superintendent.

D. S. WEIR, Asst. Superintendent.

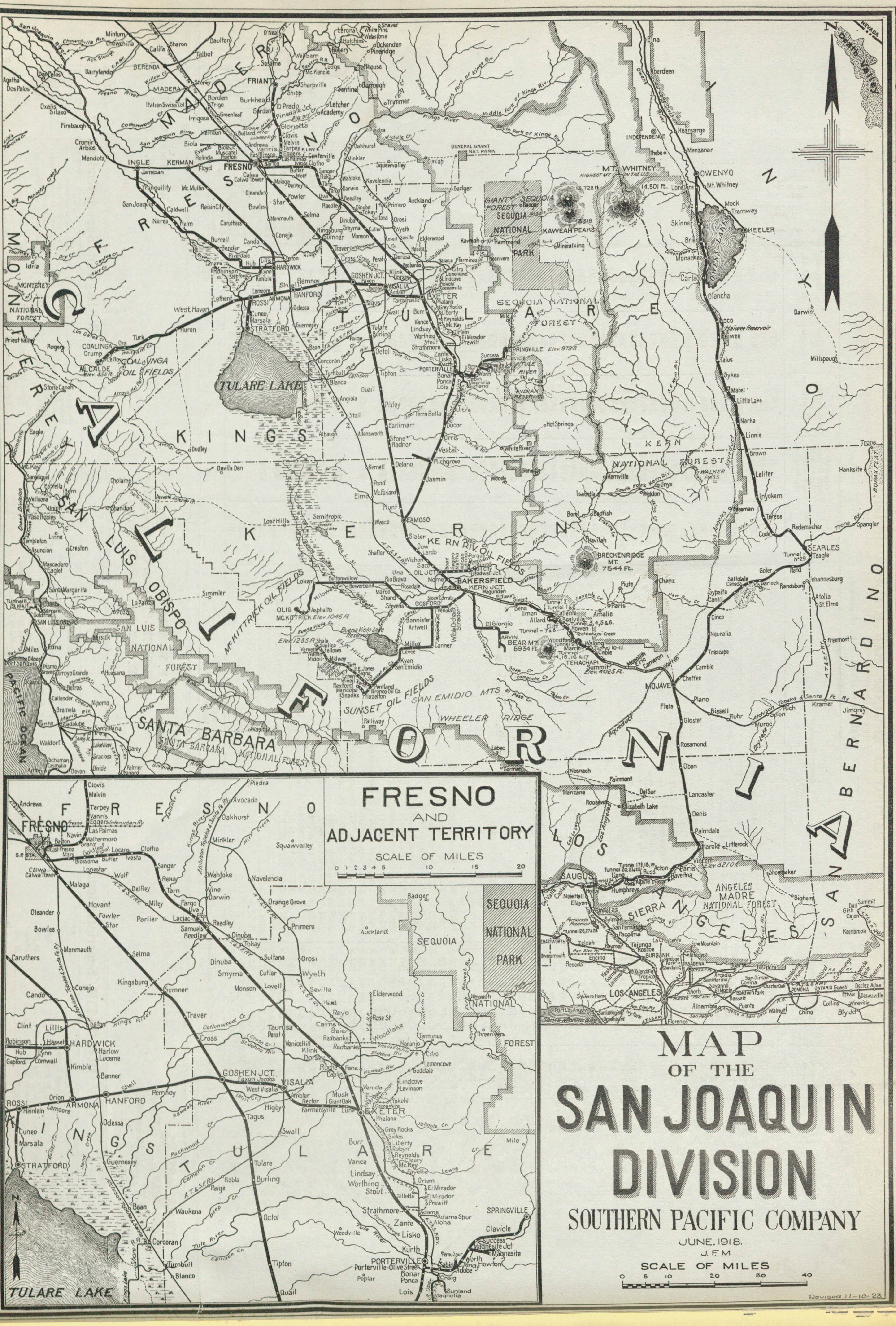
MILEAGE.

Main Lines

End Stockton Division to Fresno	S. P. R. R	.53	
End Stockton Division to Goshen Jct.	C. P. Ry	35.48	
Goshen Jct. to Saugus	S. P. R. R.	210.62	
Kerman to Goshen Jct.. Via Armona	S. P. R. R.	51.37	
Total Main Line			298.00

Branches.

Alcalde	S. P. R. R.	Armona to Alcalde	44.32	
Asphalto	S. P. R. R	Bakersfield to Olig	50.06	
Clovis	S. P. R. R.	Fresno to Friant	24.14	
Fresno	S. P. R. R.	Fresno to Famoso	102.61	
Magnesite	S. P R. R.	Magnesite Jct to Magnesite	2.44	
Arvin	S. P. R. R.	Magunden to Vaccaro	17.89	
Oil City	S. P.-A. T. & S. F.	Oil Jct. to Porgue	8.91	
Owenyo	C. P. Ry	Mojave to Owenyo	142.90	
Riverdale	S. P. R. R.	Hardwick to Ingle	42.16	
Springville	S. P. R. R.	Porterville to Springville	15.83	
Stratford	S. P. R. R.	Rossi to Stratford	8.25	
Visalia	S. P. R. R.	Goshen Jct. to Exeter	16.76	
Total Branches				476.23
Total San Joaquin Division				778.43



FRESNO
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15 20
CALIFORNIA
FRESNO
MADERA
TULARE
KINGS
KERN
INYO
SAN LUIS OBISPO
SANTA BARBARA
LOS ANGELES
SAN BERNARDINO
MONTEREY
NEVADA
PACIFIC OCEAN
TULARE LAKE
OWENS LAKE
SEQUOIA NATIONAL PARK
SEQUOIA NATIONAL FOREST
KERN NATIONAL FOREST
ANGELES NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
SAN LUIS NATIONAL FOREST
MONTEREY NATIONAL FOREST
MT. WHITNEY HIGHEST MT. IN THE U.S. 14,501 Ft.
KAWEAH PEAKS
BRECKENRIDGE MT. 7544 Ft.
BEAR MT. 6934 Ft.
TEHACHAPI Summit Elev. 4025 Ft.
COALINGA OIL FIELDS
KERN RIV. OIL FIELDS
McKITTRICK OIL FIELDS
SUNSET OIL FIELDS
SAN EMIDIO MTS.
WHEELER RIDGE
FRESNO
BAKERSFIELD
KERN JCT.
GOSHEN JCT.
VISALIA
HANFORD
PORTERVILLE
EXETER
MOJAVE
SAUGUS
LOS ANGELES
SEARLES
OWENYO
KEELER
SAN LUIS OBISPO
N

MAP
OF THE
SAN JOAQUIN
DIVISION
SOUTHERN PACIFIC COMPANY

JUNE, 1918.
J.F.M.
SCALE OF MILES
0 5 10 20 30 40

Revised 11-10-23